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**Stantec**

To: John Simko  
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From: Bill Gerrish  
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File:

Date: February 16, 2007

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**Reference: Greenville Municipal Airport Capital Improvement Plan (CIP)**

Based on our meeting with the MDOT on January 19, 2007 and follow-up correspondence with the FAA, the proposed CIP for the Greenville Municipal Airport is summarized as follows:

<u>Fiscal Year</u>	<u>Project Description</u>	<u>Federal Funding</u>
2007	Rehab/Expand Aircraft Apron	\$300,000
2008	Design Runway 3-21 Rehab.	\$150,000
2009	Construct Runway 3-21 Rehab.	\$1.2 million
2010	Acquire Land for Hangars	\$200,000
2011	Airport Master Plan Update	\$150,000
2012	Design Parallel Taxiway for R/W 14-32	\$150,000
2013	Construct Parallel Taxiway for R/W 14-32	\$1.0 million

As you know, aircraft parking has been an ongoing issue at the airport. Per your request in 2005, we investigated the various setback limits to determine the available aircraft parking area that complies with FAA standards (see attached plan entitled *Aircraft Parking Setback Limits*). Based on this information, we developed several aircraft apron layout alternatives in order to maximize the available aircraft parking space. The preferred layout includes 16 aircraft tie-downs with a 41,000 square-foot apron expansion (see attached plan entitled *Proposed Apron Layout Option 3*). The estimated construction cost for this option, which includes the reconstruction of the existing apron and stub taxiways, totals approximately \$650,000.

The FAA and MDOT have made it clear that there is only \$300,000 available in Federal funding for this project in FY 2007. Based on our calculations, this level of funding would be sufficient to resurface the existing apron and stub taxiways with a 3-inch bituminous pavement overlay, and possibly construct a 5,000 to 10,000 square-foot apron expansion.

Another option would be to defer the apron project until FY 2008, where the available funding would likely increase to \$450,000. Although these additional funds would not be sufficient to construct the full-build alternative described above, the Town would be able to resurface the apron and stub taxiways and possibly

construct a 20,000 to 25,000 square-foot apron expansion. However, deferring this project would potentially delay the 2009 Runway 3-21 rehabilitation project which also includes the paving of the partial parallel taxiways on both sides of Runway 21.

It should also be noted that the current Airport Improvement Program (AIP) legislation expires in FY 2007 and future changes are likely. Based on discussions with FAA personnel, it appears that the local share of AIP funded projects will increase from 2.5% to 5% beginning in FY 2008.

We look forward to meeting with you next Thursday to further discuss the apron project and the CIP. In the meantime, please contact us if you have any questions or require any additional information.